

## Day One

The following document is not intended as a “word for word” transcription or even a summary, rather it serves as notes based on the speaker’s comments and within the context of the meeting. As such many of the sentences, phrases, words that follow are more of a reminder than actual statements made. Inaccuracies or misquotes are solely the responsibility of the note taker and not a reflection of the actual words of the person presenting.

CDR Semmler tasked us to: Network, Innovate, and Participate

**ADM Kowba’s remarks** – What took us so long to translate the husbanding concept to the stateside FISC. LSCs/LSRs affect fleet more on an everyday basis than any other element of NAVSUP.

**Export good ideas, network, and apply where they make sense.**

Creating a network in a functional area, where everyone knows those doing a similar mission – who they are ready to talk and move out. Radiator chart where missions cross the various FISCs. All of us to talk and meet regularly to share ideas ask for assist and solicit recommendations and a high degree of standardization.

**Focus on products and services, how well do we deliver, what’s the process how well, customer satisfied, how measure, how resources best applied to deliver combat logistics to the fleet.** Also looking at expansion – two levels platforms (MPC and LSC for big decks) and physical expansion in Europe Sigonella, Rota, and Naples to lash up similar to the way we are set in Yokohama.

Resourcing will be an issue will require staffing \$ non-labor and Labor requirements to accommodate growth. **Provide ideas for resourcing and expansion.**

Also need to **look at metrics** – clear from anecdotal info ships clearly benefit and express their satisfaction. **Are the hours and minutes properly applied**, talk about **cost to deliver service and uniform measure across the centers**. Engage ask questions, share a point get to know each other names faces etc. **Bring all of us together at least once a month** – VTC, teleconference, unusual issues dealing with, and critical issue dealing with.

### **FISC JAX/Ingleside**

- Coast Guard Cutter in Pascagoula provided service “free”.
- Northrup Grumund has a contract to refit all CGs in PG

- CASREP expeditors in Ingleside serve similar to AFLSC (POE for Mine Sweepers world wide). Two people expedite reqn's for 26 ships.
- Aside HAZ waste funding for opposite coast ships?
- Handoffs for PACFLT ships on drug ops
- No Mulags any to spare out there for Mayport Ingleside?

## **FISC Norfolk**

Medical Liaison HM1 billet established at Norfolk!

Waterfront NAVSUP LSC sole source for unit support

NOLSC?? Battle Group belly button for operational support

How to partner with NOLSC to meet total Logistics requirement

Battle group Chat – how to plug in. SIPRNET chat rooms. NOLSC already there – FISC not quite there but NICC has an indirect link via distance support.

LSC Final mile, unit belly button for best assistance possible.

Medical prime vendor – LSRs careful to recognize their abilities and limitations

Athens brief – pass out info on Triad

Approached by NAVSEA for distance support.

Reserves and partnering

Concerns

MPC L'deck game plan

Carrier MPCs

Standardize the process so all know what they get

Partner with NOLSC

SIPRNET accounts access chat rooms

## **FISC Pearl**

CO three hatted Region, FISC, and COMPACFLT N4

Under MEO – requisition services branch of customer service division at FISC will go to shipyard.

Military – gap billets between assignments problem for LSC support

Transient ships Military LSRs, home ported ships Civilians (GS) LSRs

Load S3 and GSK using stevedores, question why NOT?

NFMT willing to travel have \$

MSC LSR support, funding for MSC support COMFISC issue, 1 MSC in port all the time. MSC has two people doing it full time. Draft agreement – not yet but in planning phase, have MSC Position Descriptions to look at include more than SPV and husbanding services.

NEXCOM FAT 2 billets for Pearl not enough work on a daily basis and they are willing to travel and help. JAX discussion no FAT in JAX or Puget – balance – ship riders from other FISCs during transit?

Visiting other islands in Hawaii – challenge. Husbanding contracts in outer islands.

Services under \$2,500 and a husbanding contract no services available. Code 200/LSC take care of it. Suggested LSO get PH contracts folks in contact with SD or NRCC to see sample contracts.

Extensive discussion on credit card issue, specifically procurement for ships. PH doesn't do credit cards buys for ships – ships get their own credit card or use contracts over \$2,500. Ships cut a government check to pay.

Canada comment from SUBRON 11, no credit card to pay for services in other ports where they also take only cash. Minesweepers paying for services how: no \$, no credit cards approved for Husbanding services and no disbursing?

## **FISC Puget**

SUBSAT – POE – logistics support all goes through SUBSAT, how to organize Sub support in the region – integrate LSC and SUBRON/SSSU etc. Kings Bay verses Bremerton org.

FISC receiving at Bangor uses Sub unique system vice LCAV

Puget LSRs have credit cards and buy ships emergency requirements.

MPV 95% fill rate in 24 hours – easy payment through DMM on line.

MPC for Lincoln how do you charge us for them under MIPR. T'shed for Vinson closed except for bubble wrap storage, did not leave anyone in homeport.

DDPW A76, testing how they do business.

SUBSAT MOA – FISC, SUBSAT looking at it.

NMCI in at Puget

## **FISC Yoko**

NOAC branch

Expedite cargo for Hi Pri within 7<sup>th</sup> fleet AOR. Parallel to PMO effort

Question on LSRs and HAZ

No TIR in Sasebo, ship from Sasebo to Iwakuni for TIR

ATAC under LSC

LSRs military

## **NRCC Singapore**

New ports opening in far east – requirements contracts for services.

Some ports have established contracts but some work better than others (CRAFT reports). Problem ports send LSR from NRCC to honcho the visit.

SPV works – can get food to Diego Garcia in 24 hours.

Shore installation management – NRCC works for CNI, vice COMPACFLT

Air OPS, Port Ops, Operations Support, LSC business areas.

Run air terminal from A-Z at Singapore use GTN for tracking, JTAV, limited bar coding, CEMOS (cargo main operations systems?)

All ships in port at same time quite a ways away from each other – challenge but LSRs “just do it”. More than just NOAC. CTF 73 weekly brief – part of COM 7<sup>th</sup> FLT web site.

Has FY04 reserves all year schedule.

SEASWAP NRCC with reserves to support the program.

NRCC had to have reserves for OIF etc.

ATU – automatic take up – central funding for the services and less work for the ship, established for Subs in West PAC.

Global War on Terrorism – major emphasis for husbanding contract efforts.  
Economic impact briefed at Ambassador level

## **Ingleside Det**

A76 for Ingleside

May 30<sup>th</sup> transfer all inventory to wholesale

Do an MOA be very careful. Billets transfers and workload.

More focused customer service org, take work off the ship (not just talk about it), afloat financial records transfer ashore – computer tracking of material. Get into transportation, logistics, configuration, maintenance, ILO/ILS at regional level. Regional maintenance command. **SUPPLY SYSTEM It's not broken it's fragmented.**

## **CNRE**

Only have Subs and not associated with a FISC

Support Subs and SSSU/NSSSF – talking about taking on the credit cards.

Standardizing across NE region.

Send vans to pick up suppos for customer service meeting

Military non-US citizens can't get aboard the Subs, secret clearance required and not all military qualify, as they are not all citizens.

## **San Diego**

MSC wants services for their ships

Stevedores for S3 and other divisions

What to do with ships like USS Coronado converting to MSC – MPC services etc.

Funding for expansion of MPC services and how much it costs

Unique customer service synergy provided by B116 occupants (collocated organizations)

## **Fleet Perspective CL(P)F/CNSP**

Fleet Forces Command/Fleet Readiness Program (FRP)

Use business applications in Navy – focus on metrics

ADM Fallon priorities track to CNO's top 5.

Lead and follow TYCOMS may be some changes there

Reserves importance to the fleet and how they are integrated into the Fleet

Expects the reserves will look like and act like the rest of the Fleet.

More active part in requirements determination and budgeting

Readiness is our “coin” how we are measured and what we give back to the war fighter, save \$ be more efficient, look ahead to how to do it better. Show a useful/meaningful return on investment, measurable value for money.

Guarantee a certain level of support, organizational alignment

Step away from heel to toe deployment cycle – ships ready all the time to do their thing, ready to respond and organized to do it.

Focus on personnel, what we can do but tie it to what it takes a Suppo to do on the ship – return to corps competency.  
Pay attention to what we are doing, why, how it's measured and how it's communicated.  
Number to go behind all the good work you do.  
Requirements process – what support areas get what resources. How \$ flows into and out of CNI and NWCF accounts.  
Don't wait to see what the fleet wants and sell product before they ask for it.  
Market yourself.  
Ships have a problem with band width impact in port and local ops. Migrate to SIPRNET for logistics  
Expansion to other areas i.e. MPV and move concept to other commodities?  
Increased readiness will cost \$, grab that premium \$ and focus to get a better return on investment for that \$.  
More smaller ships, \$ is people – draw work off the ships more important.  
LSC directly relate to fewer lost work hours on ships  
Focus on RELEVANCE, utility to the fleet, steady state of readiness easier to maintain if we have service we can count on. Readiness part of your mission.  
Expediting – dust hasn't settled yet.  
Transformation – better align to address needs, NAVSUP gets it (CNSP ADM Lafleur)  
How do you define combat readiness/measure it? How do we contribute and measure it.  
PACFLEET readiness indicators, traditional stuff with force protection added.  
Man-hours saved metrics push back as a metric, touchy subject.  
Voice savings up to NAVSUP and let them be voice to personnel world.

CNSP perspective - consistency across all LSCs. Standard to go by  
LSC manning gets done consistency. Blend Military and civilians.  
Stay close to fleet, tie to ATG visits focus on level of readiness all FISCs – pool resources to get ships trained to level we need them.  
Expansion – MPCs benefits and opportunity to take on more of the 13 logistics elements configuration management, SIMA regional maintenance portal to the info. NICP  
COSAL products tie into LSC. Tools that talk to shipboard supply systems, nothing that talks to the systems on the beach. Automatic download for data from systems, less hand jamming of data. Fantastic program load out of stores more consistency across all FISCs and beyond food service.  
Small boys expectation for LSC – CNSP intro brief for LSC for new CO/XO also working to get into PCO/PXO training pipeline.

## **Money/Budget/Comptroller Brief**

We pledge to make a 5% cost reduction across the enterprise  
May or may not have a formal mid year review to resolve the solvency issues.  
Unfunded may not come, NFMT part of the unfounded what to do – stop ops or wait for mid-year. Not directed to stop ops.  
Losing some functions, so some of the \$ reductions reflect a reduction in functions.  
Working under a leaner org and \$ tighter.  
Aligning to ACOS for budget

Web OTF way \$ tracked and managed.  
Financial Operating Plan FOP – OPTAR, business plan  
BUCON – bureau control \$ new initiatives \$, vice FOP \$  
NRNE gets there \$ from BUCON vice FOP.  
As opposed to central funded \$.  
Norfolk's unfunded not reflected in the FOP  
Ingleside/Jax unfunded not showing for FISC operated MPCs.  
PM needs impact statement so he can address the program problems, unfunded need to be sent forward.  
BUCON \$ stay at NAVSUP and get allocated based on CPMS and approved by the CRB.  
Unfunded for NFMT under LSC?

## **Triad**

Align strategy across all three NICC, LSC, and OTS.

## **Day Two**

## **ASDOF**

Premium service can be described as Ice cream, another way is Submarine model put into LSC. Premium services not fully implemented.

Standardizing – Fleets standardize their processes/requirements  
Make sure initiatives get to our ship builders – manning reductions to match ASDOF initiatives in the CVN/X's new design. Work moved ashore reflected in the design of the ship. LSC –FISC of the future.

Phase one support our ships. Part of business plan – original vision 4 – 6 ships per LSR.  
Co-location use DLA for MPC, no DLA activity  
Number 1 priority MPC for big decks  
Roving LSR – goes to other places vice fixed (like NE Region sends LSR to Boston).  
MSC small requirements in one place but big jobs in others, adding parts of FTE some place and multiple FTE requirements for other ships. Need COMFISC MOA.

Consolidate MPCs?

Resourcing for LCAV, MPC and LSC historical.

Metrics; maintain system for it @ NAVSUP with Survey info and LSC counts

NAVSUP dashboard metrics

Bring shipboard systems ashore – LCAV –RSupply – Microsnap –SAP ... what's the plan. Moving to a single ashore database for shipboard records.

Pay and Personnel moving records ashore – Norfolk did a renovation in a building to make space to move Pay/personnel records ashore for an entire strike group. Who do they report to, PSD, Fleet, or LSC?

What is the process to get an idea tested/prototyped - take idea to a TYCOM or Fleet Supply Policy Council (FSPC). Process co-chaired by both Fleets.

Navy Cash, Ship's Stores (15,000 can soda machines), boxed food container (store room in a box).

Metrics group customer survey numbers too high may need to tweak the survey to ask harder questions.

Combining galleys together can reduce the number of MSs required.

## **MSC ISSA**

MSC in A76 went to preferred provider for services – MSC paying for some services already, looked at what else they want.

Establish a template for all MSC ISSAs

BP28 not part of negotiations, but new work will be based on funded agreements

Negotiate for Husbanding, SPV and MPC services for reimbursable support under current LSC CONOPS support. Who will sign for NAVSUP, will they be able to transfer personnel – get through the process first.

Possible use of LCAV for MSC in transit visibility – being discussed.

Key is we offer them our product vice a custom MSC product.

LSC/MPC in SD asking for the service, within physical capacity of DDDC. Some (Norfolk have MPC T'shed, SD does not have a T'shed but do have a local warehouse for shipping.

As ships change to MSC from USN how to treat them.

## **DDC**

Have not received survey results from FISC survey.

MPV location first will be Norfolk, than SD (contract mods)

SD facilities etc. were all in place for L'decks so adding only meant \$. Carriers adding in SD will require SD facilities. In Norfolk, facilities more of an impediment to getting the L'decks.

DSS/LCAV in the DDC mix.

Bremerton carriers getting MPC services what happens when the Puget carriers move to other ports, do they continue to get MPC services?

Budget questions into minutes so we get answers.

Negotiated MOA to include what we want for carriers and L'decks.

What the fleet wants Fleet gets, waiting for a cost proposal so we can send the changes through funding line/process. NAVSUP waiting for a cost estimate, due in November.

Still waiting for costing info for previous years, and financial reports per the MOA from DDC. DDC was going to develop the resource requirements to meet the fleet needs/requirements.

Now's the time to strike if we want this done on a system wide basis.

Took number of line items from previous year times the "rate" and get an amount required

Can we follow a model across the organization?

Funding L'decks/carriers is basically a line item charge, no matter the number of sorts, and the number of deliveries etc.

Do not really want to charge us by reimbursable – looking for a better way to charge.

Norfolk can I engage DDNV for possible intro of one L'deck into the MPC using the San Diego. Rate in SD is \$11.32 per line item.

What's the bill he needs to get it done?

## LCAV Update

LCAV Update

What RSupply versions accept NL status codes found on the AE1 transactions produced by LCAV?

Some ships have experienced difficulty with processing LCAV produced IBS Rip transactions. Difficulty appears to be related to the filename and not due to incorrect transaction content/format

PKI implementation pushed back, going to a single log on to the NAVSUP web page. Solution is referred to as the "portal solution".

Afloat Suppo being considered in the single portal process (low bandwidth version)

Provided example on how a user can do a global search for a specific customer across all MPCs.

Provided example on how a user can wild card search on a partial document number.

Presented a slide with customer requests for LCAV changes (slide title "You asked about")

Yokosuka has submitted a request for follow-on LCAV training at Mechanicsburg.

Given personnel turnover it might be worth our while to consider developing a web-based or CD based LCAV training program. NAVSISA is waiting for additional information on new authoring tools that could be used to build a training program tailored for the MPC worker and one for the LSR. These tools are known to the NAVSISA Training Branch. They have experience in developing other training packages such as the one for SDR.

Enhance LCAV to do a global customer/UIC query without having to know it's MPC.

Enhance LCAV to be IE compatible. This is undergoing testing at NAVSISA.

Signal code J extra step to get it onto manifest (violates the RQN match the Manifest rule)

Scanner warranty expires soon, equipment maintenance agreement and replacement equipment requirements.

Who has the lead to get the \$ for the warranty? Unfunded BUCON item now. Centrally funded repairs for equipment.

Consider changing LCAV to skip W or Ds in the first position of dummy document numbers. This is out of the concern of shipboard personnel confusing these items as DLR items.

Consider an OTS and LCAV interface, LCAV and GTN interface.

MPV putting the data only into LCAV and not into DSS use vendor reference number to find the workload.

Users were encouraged to review the contact list that NAVSISA uses when informing customers of any important LCAV related matters For example outages. Update FISC LCAV contact distribution list. See slide.

Some NAVSISA considerations/thoughts = Both CNO and ADM Kowba expressed need for supportive numbers and measurements regarding benefits of the LSC/MPC program.

-Since LCAV currently has the ability to e-mail the ship via SALTS, consider building on the existing design by enhancing LCAV to e-mail a Customer Survey form under specific events like a "transshipment".



-Since LSRs have access to LCAV, consider adding a feature specific for the LSRs that would permit the LSR to record the "service" provided to the ship. This "service" would be selected from a standardized list and would also contain information such as date requested, date completed, time it took to complete, and customer receiving service, and name of LSR providing service. From this captured info you could build a monthly report that would serve as an indication for hours returned to the fleet. Additionally, you could e-mail a summary version of the report to the SUPO, along with a Customer Survey form.

Other NAVSISA thoughts/ideas:

-Typically LCAV is stood up at the MPC, afterwards LSRs and ship personnel are provided limited access to LCAV. During the briefings numerous exotic ports were mentioned that ships might visit, and there receive limited LSR support. Consider adding key ports as a secondary MPC within the geographical region. These ports would show up under LCAV as an MPC (pseudo). For these pseudo MPCs, assign no MPC users with LCAV access that way they can't receive/manifest material, however, provide LSRs with limited report/query access. This could improve OCONUS visibility of MPC material.

- Consider adding a MPC module that would list all types of local LSR services provided. For instance maybe an OCONUS site can't take hazardous material, will if the SUPO was going to stop at that MPC (port) he could query this LCAV module and see no hazardous material can be off-loaded and he can plan accordingly prior to docking. The ability to update the LSR capabilities could be restricted to the MPC or LSO.

- Consider providing LCAV a feed when CRIF changes occur. Then enhance LCAV that on a CRIF feed LCAV will automatically trigger an e-mail confirmation to the customer (based on customer e-mail address already stored in LCAV), e-mail would contain information on all MPCs holding outstanding material. With this information SUPO could be proactive in ensuring that all MPC material is being considered for transshipment. This e-mail could work along the lines of the existing e-mail LCAV produces on "VIA" shipments. Also from this feed you could consider e-mailing the gaining LSO of the fact that a visiting customer will be arriving and share with them the corresponding LCAV customer e-mail address.

- From a CRIF feed LCAV could immediately inform the "home" MPC workers of impending change, blocking any local delivery manifests. It could also be used to apprise the LSO of all material that might need to be considered for transshipment.

What RSupply versions accepts NL status

Concern with processing IBS Rip and naming convention

PKI pushed back, going to a single log on to the NAVSUP web page

Afloat Suppo being considered in the single portal process (low band width version)

Can do a global search for a specific Customer.

Can do a wild card search

Presented a slide with customer requests for LCAV (slide title "You asked about")

Follow on training – go to Mechanicsburg, perhaps an automated (software) training over web/by CD with tests etc.

Signal code J extra step to get it onto manifest (violates the RQN match the Manifest rule)

Scanner warrantee expires soon, equipment maintenance agreement and replacement equipment requirements.

Who has the lead to get the \$ for the warrantee? Unfunded BUCON item now. Centrally funded repairs for equipment.

Dummy document numbers skip W or Ds in the first position

OTS and LCAV interface, LCAV and GTN interface.

MPV putting the data only into LCAV and not into DSS use vendor reference number to find the workload.

Update FISC LCAV contact distribution list. See slide. Some considerations = CNO needs/wants additional numbers. Have LCAV forward Customer Satisfaction survey via SALTs – limit it to certain parameters. Would it make sense to build in an LSR type record – establish records for limited capability an MPC? Should OCONUS sites get access to MPC and set up as a unique/less than fully functional MPC to introduce it into LCAV system. Feed with CRIF changes in LCAV. Coding the customer record so we can make it more seamless.

LCAV going to be left behind when you get your new system/horse going to ride to the finish line.

## **OTS update**

New stuff on list – ship able to add/delete users with MILSTRIP access.

ZAP-IT coming on line allows you to send reqn's to source of supply in local area.

Email bounces how to get it to working level person to fix the bounced – need LSR – Ship contact list.

PKI a concern as customers not all at same PC sophistication level.

Users updating their profile when they change duty stations.

Need to post things can do it on the OTS Home Page.

OTS can do more things but a matter of \$ and priorities – big issues list.

Plan to align resources based on ASDOF etc.? Fund OTS so it meets the LSC's needs, part of the LSC business processes.

## **NOLSC**

Transformation data pulled from other briefs to give us the high lights

Enhancing Operational Command Material readiness

Ordinance and Transportation mission same looking for better coordination.

New mission areas – slides.

Also looking at career management and how we grow are people in Supply Corps.

CNO (OPNAV) tasks NALC FLOC perhaps should be Fleets driving?

IT Structure for FLOC is to bring all interfaces in GTN, JTAV etc. all into a single portal

Not involved in training cycle, but still working with them as they get ready to sail.

All their business is done on the SIPRNET side – ordinance chat rooms etc. may be able to monitor and feed to NICC LSC.

Fleet wants one place to call for all their issues for ordinance it's FLOC.

PIT looks like the place to start integrating FLOC

All their coordination is with Fleet/CTF not talking to individual units.

Value added is in coordinating the lift requirements.

Consolidate and forward info to the Commander so he can make decisions for priority of lift.

What is the visibility as material moves out of AOR? Only in theater visibility is from the commanders intentions message. CAIMS reports time lag for ammo.

Getting unified commanders to buy off on FLOC dissecting their Op Plan (logistics support plan).

Tie into NOLSC chat room SIPRNET and leverage their infra structure.

Take aways, he has last mile coordination, PIT, roving Fleet Support people (roving LSR) in ammo section might be able to task. TIME PHASED FORCE DEPLOYMENT plan. Lot more involvement in MSC to get material moved.

## **NFMT**

Funding for Travel for the teams

PH no current requirement for additional NFMT travel \$.

Short notice for assist visits – hard to project travel requirements, only go by invitation

Last assist visit on the carriers was in 2000.

May need TYCOM push to get an assist invitation.

Partner up for new deployment program, continuous monitoring program integrate NFMT with ships “failing”.

Cross train the NFMT something other than just the Ney award gathering

FSM trainers budget FY04 and beyond – FoxPro program not user friendly, and team members do not all have the requisite knowledge in FoxPro.

## **NICC**

Share resources on marketing, surveys etc.

Customer access strategy – when is customer to call NICC to go to web – go to LSR.

When go to NICC to get status where do they go, many different databases etc.

Push customer to web where it makes sense.

## **Distance Support**

CNO directed NAVSEA lead

Does Distance support portal include PMO data? Not hooked in.

Galley and Safety equipment if #1 call have the NFMT to help solve this problem.

Remedy

Purchased for NICC and LSC, eliminate needs for legacy system

Discussion about using NAVSEA template and original discussion on blue printing

Strong desire by LSC personnel to be involved in the development and deployment of Remedy. Also concerned that Support Magic will continue if NICC switches to Remedy and LSC does not in the first round.

## **Handoffs**

Form for a standard hand off

LSR ratio and NAVSUP database how do you determine what we should show in the database.

Productivity metrics – what do we have for customer service as a productivity metrics, no 1144 report. Does it help improve customer support or be a better manager?

Tell me how we know we are doing a good job in the LSC.

Should measure work we remove from the ship – how well do we do that and how do we measure it. Are we getting bang for the buck? Agree in principal and that it has some degree of usefulness.

Using SAP at NRCC Singapore to record their LSC utilization "stuff" (metrics.)

Breakout group to make metrics recommendations

## **LSC Guam**

Getting busy getting attention

FISC Pearl Harbor owns mat'l in Guam.

Responsiveness in Guam not up to fleet standards.

Part time workers at Guam.

SUBSAT work with LSRs when needed, tender follows the Sub work

Regular flights from PH to Guam

Need about 90 days to stand up LCAV with MPC, July DDC have personnel in place to work/train for MPC.

## **Expediting**

Reqn management and expediting

How do we partner with AFLSC and PMO to get expediting and the process working without duplicating? Look to marry up to these guys in an agreement. Strategic alliance for getting the mat'l to the customer.

Regional maintenance concept parts for maintenance (SIMA etc.) expeditors move to FISC.

Fragmented expediting.

## **DAY THREE**

### **ECAP**

Enhance Consolidated

Started training HAZ afloat, lot of turn over in the fleet and need people to do more of the work for the ships as a mandatory program – move the work ashore.

Have an ECAP person assigned one for every three ships – HAZMAT people are there to be your resource when ship needs help with HAZMAT (HSR – Haz support reps)

Ships carrying too much and shelf life a problem, ECAP there to load unload and check AUL – reduce items carried to minimum.

7-day lockers and non-movers – work with the ship to support Ops schedule.

Assist visit, procurement issues, shelf life issues, management of excess, issue material, redistribute etc.

Shop towel contracts etc. still working on how to wash shop towels on ship.

Haz checks stuff before it goes to PWC to make sure stuff going to waste stream is really waste.

Large fleet concentration areas have ECAPs to help capture demands for Haz so use the Haz centers.

ECAP techs on a pollution prevention pot of money – to do that provide an expanded level of service on board – but color of \$ leads to keeping Haz separate. Will be using them for ashore and afloat. At some point need to migrate/tie/investigate HSRs to LSRs. DVD items not automatically converted to a credit card buy at this point; ships need to be referred to the local source for DVD Haz items

Cost avoidance and the doing the right thing for the environment.

Supporting fleet requirements with stock on hand in the HAZMIN centers – POE numbers provided ~ 30% - 40 % range.

LSR/ECAP affinity diagram some overlap between the two representatives.

Support the Subs, but a little behind Surface in ECAP implementation.

Standardization service provided so through MPC, how to track delivery – show what Haz needs to control and LCAV functionality.

Haz documents from cradle to “morgue” (PWC buries it).

## **MPV**

High level brief

FSC 6505, not Schedule 2 narcotics.

Order on line, then place an MVO reqn in supply system.

Went through the order, bill payment cycle.

Most of the ships ordering the same old way – single line item delivery.

48 hours to complete delivery “shortages” notification to vendor.

LSC assistance for implementation and training, ships to collect activity based information for metrics. Suggested the data is available from other sources and should not have to ask ships to collect the data.

Understand the Fleet asked for the SPV model for MPV – we said “not exactly” do it this way.

Get stuff faster and cheaper but ship visits two web sites to get mat'l.

Suggest perhaps get an HM billet to serve in this capacity.

Material will flow through the MPC, anticipate it will – details to follow be worked out.

Getting material into MPC without going through DSS. If can do medical without going through DSS why not all DTO (non-DLA source) material direct through LCAV?

LSC a major link through supply chain. Like all ships up as soon as possible after Jan contract award date.

BP28 have not determined how they will handle it yet.

Why not have Fleet fast pay, how to handle backorders, BP28 cost recovery rate different price for stock, how do we capture demand/unfilled requirements data for web items that are perpetually out of stock.

## **Reserves**

Received a short explanation of the reserves components RLO reserve coordinators.

Reserves there because activity identified a need for reserves.

Need responsive, integrated, total force/one force. Extension of the command – not separate.

Reservists can be an LSR multiplier. Use reserves to fill the gaps when an LSR is out. Develop a suitcase capability so they are ready to go when and where needed. Be involved in their training and drive the training.

Reserves need to be told what we need and when we need it. Get them ready to help.

Time for us to best develop the reserve resource so we get what we need. Reserves like car insurance – hope we don't have to use them but provide piece of mind that they are there when we need them.

Is it possible to get weekend drilling during the week? Spend some of their drill days during the week – depends on the reserves personal situation - possible but needs to be worked. Case by case thing.

Validate the requirement for reserves – presents some conflict when we try to use FISC reserves for contributory support on ships.

## **CDR Semmler,**

Network, take a good idea away and make a difference in the program.

Break out groups

## **Metrics**

Keeping current three, SPV, MPC on time and Customer Survey. Also keeping hours returned to mission.

Reviewing Mission contribution with an eye towards the continuous monitoring program (CMP) and the operations schedule. Will use the categories like the CMP to match tasks to mission accomplishment – close tie with Ship's Ops boss for what missions and where we should play.

## **LSC Expansion**

Expand to shore command commands, not near future.

LSCs in foreign ports deployed LSRs?

Adding new LSCs –speak to the numbered fleets and NOLSC to work on where we need to go including roving LSR teams to get to the needed locations.

## **NOLSC and COMFISC/LSC integration**

How to partner – crisis response team now FLOC, transportation and LSC – what relationship. Relationship diagram.

CTF chat NOLSC a built in tie to triad – NICC/OTS or LSR. Under distance support, can dial in to NICC direct to get the parts support.

Expand overseas – new dynamic relationships, transship LSC to LSC in theater need to fill in data so material flows can do a data exchange LCAV to OTS.

Battle group N4 plug into where – NOLSC as the original bellybutton. Now not NOLSC (not taking it up) perhaps them as part of LSC to LSC hand off.

## LSC Hand Offs

Definition of a hand off – passing off vital info – relieving the watch. Uninterrupted and transparent to the visiting unit.

Why - avoid communication breakdown, unscheduled deployment underway and standardization.

Time line when should it start, before the ship leaves, completed before they leave.

Required info for hand off, FISC centric reminder sheet, list of differences.

Tasker: Monthly minder for syndicate group progress, serious about decisions, next time will go on to new decisions as the ones from this group will be completed.

## What do we want to look for at next symposium?

Recap/validation

Future

Mid Year Review

Transformation

Flt Perspective

DDC relationship - MOU

Status MOU MSC and COMFISC

Remedy status

PKI readiness

Collaboration site

PIT

ASDOF initiatives

Medical Prime Vendor

LSC Updates

FAT integration (strategic partnerships internal and external)

Manpower recon.

Distance support – NOLSC operating support full representation.

Consistency standardization – standardize sort by class, hand offs etc.

LCAV configuration control board

## Mr. Fields REMARKS

LSCs Important to NAVSUP and the rest of the SYSCOMs

**People at waterfront crossing over each other.**

Validation on top of validation – don't accept each other's validation, no one's "in control". **LSC can be arms and eyes of logistics** – great job in husbanding but areas we can make a difference. Checking serial numbers, name plates etc. need a plan so we don't send multiple people to do similar job. Expand umbrella, configuration validation – audits than validate – LSC can do this. Leading a team of people to see how we take all the supply ops under FISC umbrella – move under COMFISC. Manage material for departments/take on additional supply duties from other areas, logistics team at the

waterfront – we can do that (not necessary to do the technical but get to bid on supply work). Expand their horizons.

If special training is required to perform big L, than we can get that training and streamline the process. CNI wants NAVSUP to take on supply with well-defined swim lanes. Send good ideas in to CDR Semmler have the mandate to get the job done.

Suggestion from LSCSD that ISSOT is the perfect fit for integrating “big L” into the LSC.